

MD 2 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING OPTICOM

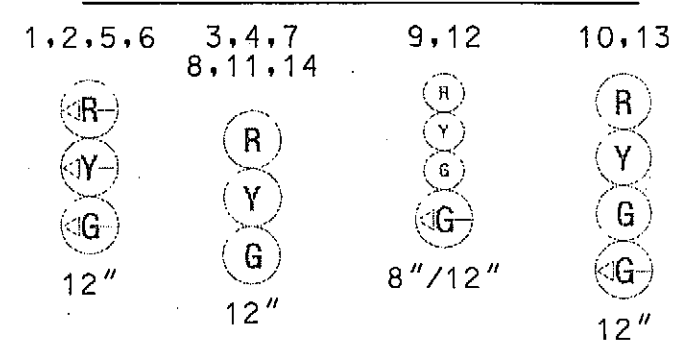
21

EXISTING VIDEO DETECTION CAMERA

a

TO FERDALE

EXISTING SIGNALS TO REMAIN



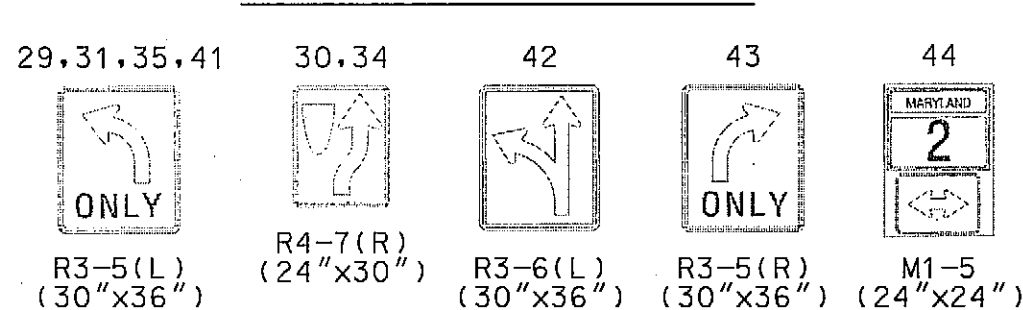
PROPOSED SIGNALS

15, 16, 17, 18, 19, 20



16" COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNS TO REMAIN



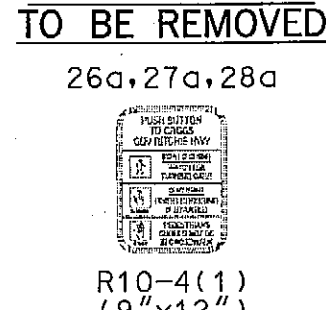
MD 2 GOV RITCHIE HWY

D-3 (VARIABLE X12")

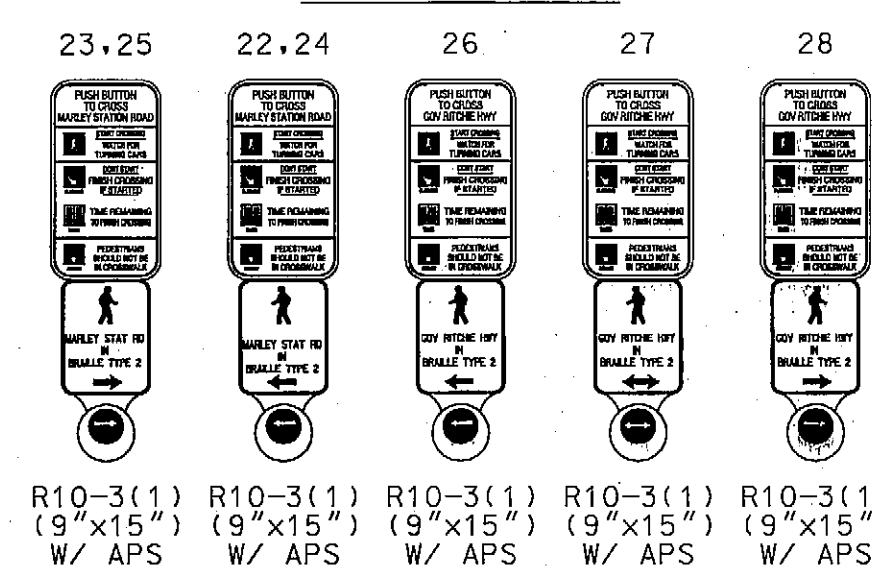
Marley Stat. Rd.

D-3(1) (VARIABLE X16") DUAL FACED

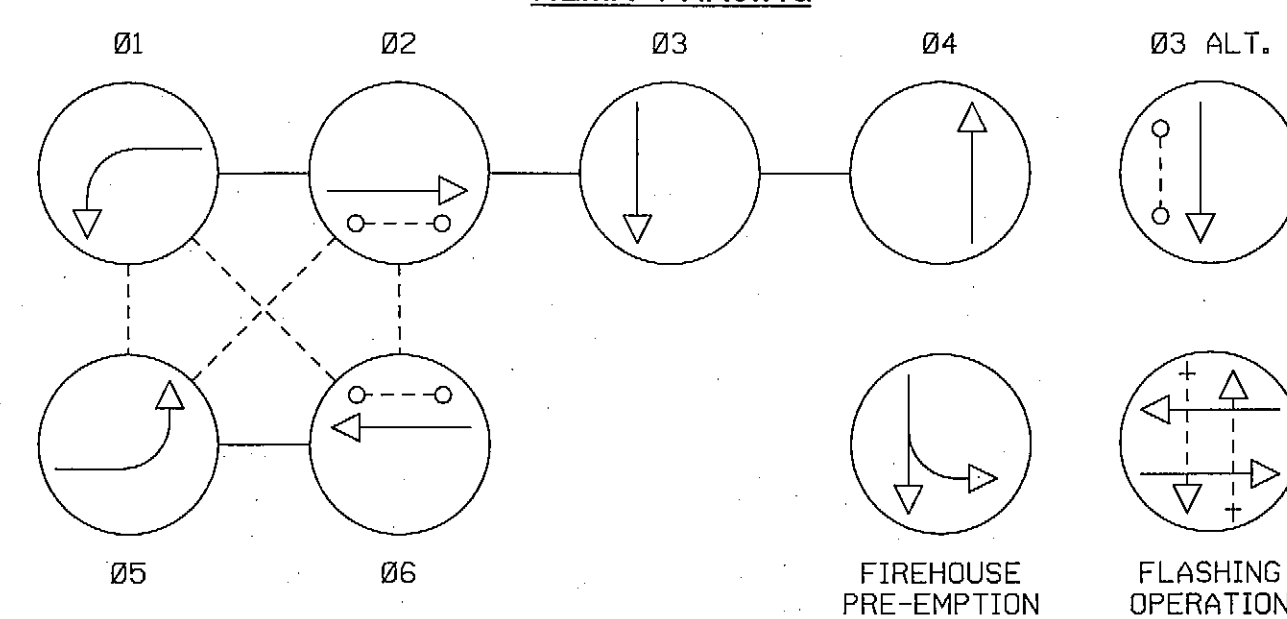
EXISTING SIGNS TO BE REMOVED



PROPOSED SIGNS



NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

- A. INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MARLEY STATION ROAD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 12+47, 74' LT.; STA 13+30, 76' LT.)
- B. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MARLEY STATION ROAD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 12+55, 81' RT.)
- C. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY").
- D. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY").
- E. REMOVE EXISTING PUSHBUTTON AND SIGN. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY").
- F. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED).
- G. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MARLEY STATION ROAD") ON EXISTING STRAIN POLE.
- H. USE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
- J. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- K. USE EXISTING CONDUIT.
- L. USE EXISTING HANDHOLE.
- M. USE EXISTING STRAIN POLE.
- N. USE EXISTING SPAN WIRE.

- P. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- Q. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
3. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
4. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
5. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON THE PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
6. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
7. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
9. REMOVE AND DISPOSE OF ALL UNUSED CABLE.
10. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.
11. REFER TO DETAIL SHEET (SHEET NO. 3) FOR CURB RAMP DETAILS.
12. REFER TO THE ROADWAY PLAN SHEET (SHEET NO. 4) FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.

GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED

UTILITY LEGEND	
---	STORM DRAIN
---	GAS MAIN
---	WATER MAIN
---	SEWER MAIN
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

**MD 2 (GOVERNOR RITCHIE HIGHWAY) AT
MARLEY STATION ROAD/MARLEY STATION MALL ENTRANCE
GLEN BURNIE, MARYLAND**

TRAFFIC SIGNALIZATION PLAN

SCALE: 1" = 20' DATE: 7-18-73 CONTRACT NO. _____

DESIGNED BY: _____ COUNTY: ANNE ARUNDEL
DRAWN BY: B. TYSON LOGMILE: 0200234.76
CHECKED BY: _____ T.I.M.S. NO. _____
F.A.P. NO. T-8005 (12) T.O.D. NO. _____

T.S. NO. 985F. SG-01 OF SG-02 SHEET NO. 5 OF 6

APPROVALS	REVISIONS
TEAM LEADER	UPGRADE SIGNAL WITH APS AND OPS SHA NO. 050912 08-01-05
ASST. DIV. CHIEF	INSTALL LED SIGNAL HEADS AND CROSSWALKS FOR EAST LESS OF INTERSECTION 08-01-05
DIVISION CHIEF	SIGNAL MODIFICATION DUE TO GEOMETRIC IMPROVEMENTS EAST LESS MARLEY STATION RD 07-08-03
OFFICE DIRECTOR	MLH MAR MAHOAZ BRK

0 10 20 40
SCALE: 1" = 20'

PLOTTED: Tuesday, May 29, 2012 AT 08:12 AM
FILE: I:\S212 - ladd\28 - ada topa\design\engineering\plans\submittal\MD 2 at Marley Station\PSG-P001_885E.dgn

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